

### SAILING DIRECTIONS CORRECTIONS

**PUB 161                      7 Ed 1998                      LAST NM 4/00**

Page 32—Lines 35 to 37/R; read:

control of traffic in the Ma Wan channel.

(BA NM 16/00, Section VI) 23/00

Page 32—Line 40/R; read:

waters of Hong Kong. Vessels 300 grt especially those participating in the VTS, are required to submit a Pre-Arrival Notifications (PANs) to the Vessel Traffic Center 24 hours prior to entering Hong Kong waters. Non-convention vessels entering or transiting the waters of Hong Kong are requested to send their notification by fax to the Harbor Patrol Section (HPS) of the Marine Department, not less than 24 hours before entry into Hong Kong water, or before leaving the last port of call.

(BA NM 16/00, Section VI) 23/00

**PUB 191                      8 Ed 1996                      LAST NM 22/00**

Page 21—Lines 39 to 45/L; read:

**Regulations.**—See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for information pertaining to vessels sailing within the waters of the United Kingdom.

**Note.**—For information concerning the offshore route along this stretch of the English Channel, including reporting systems and regulations, see Sector 4.

(NIMA) 23/00

Page 46—Lines 35 to 53/R; read:

#### **Ile Grande to Les Heaux**

**3.11** Generally, the tidal currents off this stretch of coast alternate parallel to the shore and attain, in both directions, rates of 3 to 4 knots. The tidal range is large with rises of about 7.6m at springs and 3.6m at neaps.

**Plateau des Triagoz** (48°53'N., 3°40'W.), extending for about 4 miles, has a group of tall rocks in its E part and numerous isolated below-water rocks in its E part.

A main light (Les Triagoz) is shown from a prominent stone tower, 30m high, standing on Rocher Guen-Bras, an above-water rock lying at the SE end of the plateau.

Vessels should give this plateau a wide berth as the sea breaks heavily on the dangers W of Rocher Guen-Bras.

**Les Sept-Iles** (48°53'N., 3°29'W.) consists of four main islands and numerous islets and rocks. The four principal islands are Ile aux Moines, Ile de Bono, Ile de Malban, and Ile Rouzic. They are reported to be radar conspicuous.

A main light (Les Sept-Iles) is shown from a prominent gray tower and dwelling, 20m high, standing on Ile aux Moines, the S most island

(Fr SD 2.2) 23/00

Page 47—Lines 17 to 18/L; read:

The flood tidal currents flow SE near the W end of the islands, ENE in the middle of the canal, and E along the coast. The ebb currents flow in the opposite directions. The maximum velocity of the currents in the canal, in both directions, at springs is about 4.6 knots at the W end, 3.7 knots in the center, and 2.7 knots at the E end.

(Fr SD 2.2) 23/00

Page 47—Lines 22 to 42/L; read:

**Mean Ruz Light** (48°50'N., 3°29'W.) is shown from a pink square tower, 15m high, standing on Pointe de Mean Ruz. A prominent signal station is situated on top of a cliff, 1 mile SSE of the light. A conspicuous television mast stands on a headland, 2 miles SE of the light.

Ploumanac'h, a small drying harbor, is situated on the E side of the bay lying close W of Pointe de Mean Ruz. It is used by local fishing boats and yachts.

**Ile Tome** (48°50'N., 3°24'W.), 64m high, lies 3 miles E of the light. Foul ground and shallow rocks surround this rocky island and extend up to about 2.3 miles NE and 1 mile NW of it. Anchorage is available, sheltered from W winds, in depths of 6 to 16m, sand and shells with good holding ground, E of the N end of the island.

Anse de Perros, a drying bight, lies 3 miles SE of Pointe de Mean Ruz. Two channels, passing either E or W of Ile Tome, lead into the bight. The fairways are marked by range and directional lights. The S part of the bight provides good drying berths on a bottom of mud and weed. Local knowledge is advised.

**Perros-Guirec** (48°48'N., 3°27'W.), a small harbor, lies in the SW part of Anse de Perros. An extensive marina, enclosed by a sea wall, is situated in the N part of the harbor. The sea wall is 7m high and covers at HW. A jetty, which dries up to 4m, extends S from the N side of the harbor. It can be used by vessels up to 40m in length with drafts up to 4m at HWS and 3m at HWN. The harbor can be contacted by VHF.

**Port Blank** (48°50'N., 3°18'W.), a small harbor, lies 3 miles E of Ile Tome and is used by fishing boats and pleasure craft. A directional sector light indicates the approach channel leading between the dangers fronting the shore in this vicinity.

**3.13 Pointe du Chateau** (48°52'N., 3°13'W.), located 4 miles NE of Port Blank, is fronted by foul ground, islets, and rocks extending up to about 2.3 miles N.

Riviere de Treguier (Le Jaudy) flows into the sea between this point and another point, 2.3 miles ESE. The approach to the river entrance is encumbered by numerous dangers. Basse Crublent, a shoal area, lies in the outer approaches, about 3 miles NE of Pointe du Chateau and is marked by a lighted buoy.

The slim spire of the church at Plouguescant, 1.5 miles S of Pointe du Chateau, and the spire of the cathedral at Treguier, are conspicuous.

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A main light (La Corne) is shown from a prominent tower, 23m high, standing on the E side of the river, 2 miles ESE of Pointe du Chateau.

**Treguier** (48°47'N., 3°14'W.) (World Port Index No. 36300), a port which dries, lies about 4.5 miles within the river entrance, at the confluence of the Jaudy and Guindy Rivers.

(Fr SD 2.2)

23/00

Page 47—Lines 54 to 57/L; read:

The fairways are marked by beacons, buoys, and ranges. Fishing structures, in certain places, may reduce the width of the channels. Vessels up to 110m in length can enter the port with drafts up to 6.7m at HWS and 3.7m at HWN.

(Fr SD 2.2)

23/00

Page 47—Lines 11 to 14/R; read:

water and sunken rocks, lies 6 miles NE of Pointe du Chateau. A main sector light (Les Heaux de Brehat) is shown from a prominent granite tower, 57m high, standing on the E part of the reef.

Sillon de Talber, a narrow shingle spit, extends about 1.5 miles NE from the mainland, 2 miles S of Les Heaux de Brehat Light. This spit is surrounded by reefs, which extend about 1.5 miles NE from its outer end. Ile Mondez, an islet, lies on the edge of the reef, about 2 miles SE of the outer end of the spit.

(Fr SD 2.2)

23/00

Page 47—Lines 18 to 21/R; strike out.

(NIMA)

23/00

Page 47—Line 26/R; read:

a prominent pink tower with a green roof on a dwelling, 65m high, standing on the largest rock. A radiobeacon is situated at the light. Dangers extend

(Fr SD 2.2)

23/00

Page 47—Line 31/R; read:

bank, lies 23 miles WNW of Roches-Douvres Light and has a least depth of 26m. In fog, the soundings of less than 50m on this bank can be

(Fr SD 2.2)

23/00

Page 47—Line 39/R; read:

an octagonal tower (E cardinal) beacon, 19m high, standing on a drying rock, about 5 miles S

(Fr SD 2.2)

23/00

Page 48—Lines 11 to 16/L; read:

NE danger, is marked on its SW side by La Horaine Lighted Beacon, which is formed by an octagonal tower, 20m high, standing on a black hut.

Basses du Nord, lying about 1 mile N of the lighted beacon, is the N most danger of this ledge and is marked by a buoy.

Basses du Sud-Est, with a depth of 2.6m, lies about 1.5 miles E of the lighted beacon. Plateau de Men Marc'h, a dangerous rocky area, lies close S of Basses du Sud-Est and is marked at its NE end by a buoy. Bancs de Sable, with depths of 4 to 16m, extends about 5 miles SE from the NE end of Plateau de Men Marc'h.

In fog, Plateau de la Horaine is dangerous

(Fr SD 2.2)

23/00

Page 59—Lines 48 to 53/R; read:

A dumping ground area for explosives lies centered about 8 miles NW of Alderney with a disused dumping ground area situated close S of it. The limits of these areas may best be seen on the chart.

Another disused dumping ground area, the limits of which may best be seen on the chart, lies about 8 miles SW of Guernsey.

**Offshore Routes.**—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Les Casquets and may best be seen on the chart. Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies in this scheme.

A Lanby (Channel), equipped with a racon, is moored 23 miles WNW of Casquets at the W end of the TSS.

A lighted buoy (East Channel), equipped with a racon, is moored 16.5 miles ENE of the Lanby and 3 miles WSW of the E end of the TSS.

**Regulations.**—The IMO has issued the following recommendations concerning navigation in the immediate vicinity of the TSS off Casquets:

1. Subject to factors that may affect safe navigation, vessels proceeding from the W part of the English Channel to the Dover Strait or vice versa should use the TSS off Casquets.

2. The Race of Alderney should not be used by vessels other than those proceeding to and from ports in the Channel Islands, to and from ports situated on the French coast between Cherbourg and Ouessant, or to and from the inshore routes in the vicinity of Ouessant.

3. The EC2 lighted buoy is moored 40 miles NE of Cap de la Hague and centered in an area to be avoided with a radius of 2 miles. Vessels proceeding from the TSS off Casquets to the Dover Strait TSS, or vice versa, are recommended to leave this mid-channel area to be avoided to port.

4. Vessels crossing the E or W traffic flow between the TSS off Casquets and the Dover Strait TSS should do so as nearly as practical at right angles. Vessels joining or leaving these traffic flows should do so at as small an angle as practicable.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and Spanish border. Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station giving their intended movements. In addition, such vessels must use the

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designated Mandatory Access Routes and Channels when approaching a port or roadstead.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea (France).

**Reporting Systems.**—The Ship Movement Report System (MAREP) is a voluntary reporting system and its objectives are to assist the mariner, to improve safety of navigation in the English Channel and Dover Strait, and to reduce the risk of pollution off the coasts of the United Kingdom and France in this area.

All merchant vessels of 300 grt and over are requested to report to the appropriate shore station when approaching the following:

1. The TSS off Ile d'Ouessant.
2. The TSS off Casquets.
3. The TSS within the Dover Strait.

For further details of MAREP, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea (United Kingdom).

Vessels in this area are also advised to listen to the appropriate VHF broadcasts by the Channel Navigation and Information Service (CNIS). This service, which is operated from Dover Strait Coast Guard and CROSSMA Griz Nez, provides information concerning traffic, navigation, and visibility.

**Note:** Due to the CORSEN-OUESSANT reporting system (see Sector 3) being mandatory in the vicinity of the TSS off Ile d'Ouessant (No. 1) and the CALDOVREP reporting system (see Sector 6) being mandatory in the vicinity of the TSS within the Dover Strait (No. 3), vessels are advised that these systems take preference in those specific areas over the Ship Movement Report System (MAREP), which is voluntary.

(NIMA; 41/99 Trinity House) 23/00

**PUB 194 7 Ed 1996 LAST NM 20/00**

Page 5—Lines 1 to 46/L; read:

**Caution.**—Fishing is carried on extensively in The Sound  
(BA NM 17/00) 23/00

Page 15—Lines 6 to 8/R; read:

The main channel through this passage has a least depth of 8.4m, over a width of 370m, on the alignment of the lighthouses marking the channel.

(BA NM 16/00) 23/00

**COAST PILOT CORRECTIONS****COAST PILOT 1 31 Ed 1998 Change No. 11  
LAST NM 37/99**

Page 73—Paragraph 1270, line 1; read:

(2) *General publications.* A currently corrected edition ...  
(FR 6/29/99; 33 CFR 164) 23/00

Page 130—Paragraph 118, lines 3 to 7; read:

vessels were formerly loaded. The U.S. Route 1 highway bridge crosses the bay about 0.5 mile above the falls and connects West Sullivan with **Waukeag**. The bridge has a swing span with a clearance of 10 feet; the span is maintained in the closed position. (See **117.1 through 117.59 and 117.535**, chapter 2, for drawbridge regulations.) In June 1998, the bridge was under construction with a design clearance of 17 feet.

(CL 1038/98) 23/00

Page 188—Paragraph 376, line 5; read:

chapter 2, for drawbridge regulations.) In April 1998, a fixed highway bridge was under construction just north of the existing bridge with a design clearance of 19 feet.

(CL 582/98) 23/00

Page 216—Paragraph 277, line 3; read:

Kittery Point with Kittery. In 1998, a replacement bridge with a design clearance of 6 feet, was under construction alongside the existing bridge. About 0.2 mile above this bridge, the ...

(CL 1322/98) 23/00

Page 218—Paragraph 320, lines 6 to 7; read:

for drawbridge regulations.) In 1998, it was reported that the bridge was being maintained in the closed position and a replacement bridge, with a design clearance of 11 feet, was under construction in the same vicinity of the existing bridge.

(CL 1366/98) 23/00

Page 220—Paragraph 371, line 9; read:

6½ feet (7½ feet at midchannel) to the bridge; thence in 1983, 4 ...

(NOS 13274) 23/00

Page 247—Paragraph 190, line 4; read:

a reported least depth of 3 feet leads to Cottage Park Yacht Club at **Winthrop**.

(CL 919/98) 23/00

Page 247—Paragraph 191, line 4; read:

westerly side of the channel, is 10 feet high with low trees.

(CL 919/98) 23/00

Page 253—Paragraph 49, lines 9 to 16; read:

side of the entrance; the east jetty is marked by a light. A channel, marked by a buoy at the entrance and several buoys inside, leads to a turning basin about 0.6 mile above the seaward ends of the jetties. An anchorage basin is on the east side of the channel off the town wharf. In June 1999, the controlling depth in the entrance was 6 feet to the foot of the jetties, thence 3 feet in the west outside quarter of the channel to the anchorage basin; the other parts of the channel have lesser depths, especially in an extensive area off Blackmans Point, where it gradually shoals to bare. In 1994-1997, the controlling depth was 1½ feet in the west half of the

**COAST PILOT 1 (Continued)**

channel to the turning basin, thence in 1994, 1 to 4 feet in the basin except with lesser depths toward the north and east sides. Depths of 2 to 5 feet were available in the anchorage basin with shoaling to 1 ½ feet in the northeast section. Local fishermen ...

(BP 153824; BP163678; CL 64/98; BP 169867;  
CL 1966/99) 23/00

**COAST PILOT 5                      27 Ed 1997                      Change No. 41  
LAST NM 19/00**

Page 35—Paragraph 26, lines 2 to 3; read:  
and E apply to all twelve National Sanctuaries for site-specific regulations appear in subparts F through Q, respectively.

(15 CFR 922.1) 23/00

Page 35—Paragraph 43, line 1; read:

(e) Program regulations, policies, standards, guidelines,

...  
(15 CFR 922.2) 23/00

Page 37—Paragraph 89, lines 2 to 9; read:

subparts F through Q is to implement the designations of the twelve National Marine Sanctuaries for which site specific regulations appear in subparts F through Q, respectively, by regulating activities affecting them, consistent with their respective terms of designation in order to protect, preserve and manage and thereby ensure the health, integrity and continued availability of the conservation, ecological, recreational, research, educational, historical and aesthetic resources and qualities of these areas. Additional purposes of the regulations implementing the designation of the Florida Keys and Hawaiian Islands Humpback Whale National Marine Sanctuaries are found at §§922.160, and 922.180, respectively.

(15 CFR 922.40) 23/00

Page 37—Paragraph 91; read:

The boundary for each of the twelve National Marine Sanctuaries covered by this part is described in subparts F through Q, respectively.

(15 CFR 922.41) 23/00

Page 37—Paragraph 95, line 1; read:

Subparts F through Q set forth site-specific regulations ...  
(15 CFR 922.43) 23/00

Page 37—Paragraph 97, lines 6 to 8; read:

to the Cordell Bank, Florida Keys and Hawaiian Islands Humpback Whale National Marine Sanctuaries. See §§992.111(c), 922.165, and 922.186, respectively, for the authority to issue emergency regulations with respect to those sanctuaries.

(15 CFR 922.44) 23/00

Page 37—Paragraph 99, line 1; read:

(a) Each violation of the NMSA or FKNMSPA, any regu-

lation in this part, ...

(15 CFR 922.45) 23/00

Page 37—Line 93; read:

All activities (e.g., fishing, boating, diving, research, education) may be conducted unless prohibited or otherwise regulated in subparts F through Q, subject to any emergency regulations promulgated pursuant to §§922.44, 922.111(c), 922.165, or 922.186, subject to all prohibitions, regulations, restrictions, and conditions validly imposed by any Federal, State, or local authority of competent jurisdiction, including Federal and State fishery management authorities, and subject to the provisions of section 312 of the Act. The Assistant Administrator may only directly regulate fishing activities pursuant to the procedure set forth in section 304(a)(5) of the NMSA.

(15 CFR 922.42) 23/00

Page 38—Paragraph 105, lines 1 to 9; read:

(b) The prohibitions listed in subparts F through P of this part do not apply to any activity authorized by a valid lease, permit, license, approval or other authorization in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in this subpart P, and issued by any Federal, State, or local authority of competent jurisdiction, or by any valid right of subsistence use or access in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in subpart P, provided that the holder of such authorization or right complies with certification procedures and criteria promulgated at the time of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in subpart P of this part, and with any terms and conditions ...

(15 CFR 922.47) 23/00

Page 38—Paragraphs 107 to 108; read:

(a) A person may conduct an activity prohibited by subparts F through O of this part if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and subparts F through O of this part. For the Florida Keys National Marine Sanctuary, a person may conduct an activity prohibited by subpart P if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under §922.166.

(b) Applications for permits to conduct activities otherwise prohibited by subparts F through O of this part should be addressed to the Director and sent to the address specified in subparts F through O of this part. An application must include:

(15 CFR 922.48) 23/00

Page 38—Paragraph 119; read:

(a) A person may conduct an activity prohibited by subparts L through P of this part if such activity is specifically authorized by any valid Federal, State, or local lease, permit, license, approval, or other authorization issued after the effective date of Sanctuary designation, or in the case of the

**COAST PILOT 5 (Continued)**

Florida Keys National Marine Sanctuary after the effective date of the regulations in subpart P of this part, provided that:

(15 CFR 922.49) 23/00

Page 38—Paragraph 120, lines 4 to 5; read:

fifteen (15) days of the date of filing of the application or the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in subpart P of this part, whichever is later;

(15 CFR 922.49) 23/00

Page 38—Paragraphs 124 to 125; read:

(b) Any potential applicant for an authorization described in paragraph (a) of this section may request the Director to issue a finding as to whether the activity for which an application is intended to be made is prohibited by subparts L through P of this part.

(c) Notification of filings of applications should be sent to the Director, Office of Ocean and Coastal Resource Management at the address specified in subparts L through P of this part. A copy of the application must accompany the notification.

(15 CFR 922.49) 23/00

Page 38—Paragraph 126, lines 2 to 5; read:

the applicant as he or she deems reasonably necessary to determine whether to object to issuance of an authorization described in paragraph (a) of this section or what terms and conditions are ...

(15 CFR 922.49) 23/00

Page 38—Paragraph 127, lines 2 to 10; read:

which application has been made of his or her pending review of the application and possible objection to issuance. Upon completion of review of the application and information received with respect thereto, the Director shall notify both the agency and applicant, in writing, whether he or she has an objection to issuance and what terms and conditions he or she deems reasonably necessary to protect Sanctuary resources and qualities, and reason therefor.

(15 CFR 922.49) 23/00

Page 38—Paragraph 132, line 8; read:

subparts L through P, an applicant for a lease, permit, license or ...

(15 CFR 922.50) 23/00

Page 69—Paragraph 1280, lines 16 to 21; read:

receipt to submit rebuttal materials to the Assistant Commandant for Marine Safety and Environmental Protection. The decision of the Assistant Commandant for Marine Safety and Environmental Protection is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Marine Safety and Environmental Protection is issued in writing and ...

(33 CFR 160.7) 23/00

Page 71—Paragraph 1348; read:

(a) Division 1.1 or 1.2 (explosive) materials, as defined in 49 CFR 173.50.

(33 CFR 160.203) 23/00

**COAST PILOT 5      27 Ed 1997      Change No. 42**

Page 54—Paragraph 618; strike out.

(33 CFR 117.11) 23/00

Page 55—Paragraph 658; insert after:

**Note:** It is recommended that the radiotelephone sign be similar in design to the Service Signs established by the Federal Highway Administration (FHWA) in U.S. Road Symbol Signs using Reflective Blue and Reflective White colors. Color and design information is available from the District Commander of the Coast Guard District in which the bridge is located.

(33 CFR 117.24) 23/00

Page 57—Paragraph 719, lines 3 to 5; read:

from 8 p.m. to 4 a.m. daily, and from 6:30 to 8:30 a.m. and from 2 to 5 p.m. Monday through Saturday except holidays.

(33 CFR 117.103) 23/00

Page 57—Paragraph 724; strike out.

(33 CFR 117.107) 23/00

Page 57—Paragraphs 732 to 733; read:

The draws of the bridges above mile 276.0 at the Arkansas Louisiana border, need not be opened for the passage of vessels.

(33 CFR 117.135) 23/00

Page 57—Paragraphs 740 to 741; read:

(a) The draw of the CSX Transportation Railroad bridge, mile 2.8 at Milton, shall open on signal; except that, from 8 p.m. to 4 a.m., the draw shall open on signal if at least eight hours notice is given.

(b) [Reserved]  
(33 CFR 117.271) 23/00

Page 57—Paragraph 749; read:

**§117.287 Gulf Intracoastal Waterway.**  
(33 CFR 117.287) 23/00

Page 58—Paragraph 757, line 1; read:

(2) The draw of the Anna Maria (SR 64) bridge, mile ...  
(33 CFR 117.287) 23/00

Page 58—Paragraph 757; insert after:

(3) [Reserved]  
(33 CFR 117.287) 23/00

Page 58—Paragraph 758, line 1; read:

(4) The draw of the Pinellas Bayway Structure “E”...  
(33 CFR 117.287) 23/00

**COAST PILOT 5 (Continued)**

Page 59—Paragraph 800; strike out. (33 CFR 117.424)	23/00	Page 62—Paragraph 926; strike out. (33 CFR 117.495)	23/00
Page 59—Paragraph 813; strike out. (33 CFR 117.438)	23/00	Page 64—Paragraph 1043; strike out. (33 CFR 117.984)	23/00
Page 59—Paragraph 822; strike out. (33 CFR 117.443)	23/00	Page 90—Paragraph 1968; read: (b) All vessels over 5,000 gross tons intending to pass anhydrous ammonia vessels moored in Port Sutton, and all vessels intending to moor in the R.E. Knight facilities at Hookers Point while an anhydrous ammonia vessel is moored in this facility, must give 30 minutes notice to the anhydrous ammonia vessel so it may take appropriate safety precautions. (33 CFR 165.703; FR 2/24/00; CL 318/2000)	23/00
Page 60—Paragraph 838; strike out. (33 CFR 117.453)	23/00	Page 91—Paragraph 1973, line 3; read: approaches only with a minimum of three ... (33 CFR 165.703; FR 2/24/00; CL 318/2000)	23/00
Page 60—Paragraphs 846 to 848; read: <b>§117.459 Kelso Bayou.</b> The draw of the S27 bridge mile 0.7 at Hackberry, shall operate as follows: (a) From May 20, through October 31, the draw shall open on signal from 7 a.m. to 7 p.m. From 7 p.m. to 7 a.m., the draw shall open on signal if at least four hours notice is given. (b) From November 1 through December 22, the draw shall open on signal from 7 a.m. to 3 p.m. From 3 p.m. to 7 a.m., the draw shall open on signal if at least four hours notice is given. (c) From December 23 through May 19, the draw shall open on signal if at least 24 hours notice is given. (33 CFR 117.459)	23/00	Page 99—Paragraph 2382; insert after: (e) <i>Deep-water route</i> means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route. (33 CFR 167.5)	23/00
Page 60—Paragraph 859; strike out. (33 CFR 117.465)	23/00	Page 300—Paragraph 94, line 13; read: drawbridge regulations.) In June 1998, a fixed highway bridge with a design clearance of 15 feet was under construction close N of State Route 616 bridge; upon completion, it will replace the removable span. Several overhead power cables cross the ... (CL 1035/98; 24/98 CG8)	23/00
Page 60—Paragraph 862; read: (f) The draws of the Burlington Northern Santa Fe railroad bridge, mile 69.0 at Lafourche, and all bridges upstream of the Burlington Northern Santa Fe railroad bridge need not be opened for the passage of vessels. (33 CFR 117.465)	23/00	Page 322—Paragraph 188, line 4; read: highway bridge just S of the bridge remains in ruins. There are marinas near ... (CL 201/2000)	23/00
<b>COAST PILOT 5</b>	<b>27 Ed 1997</b>	<b>Change No. 43</b>	
Page 60—Paragraph 873; strike out. (33 CFR 117.475)	23/00	Page 327—Paragraph 291, line 2; read: (790 feet usable) and 56 feet wide, has 14 feet over the sills, and handles ... (CL 186/2000)	23/00
Page 61—Paragraph 884; strike out. (33 CFR 117.481)	23/00	Page 327—Paragraph 298, lines 1 to 2; read: <b>Port Allen Lock</b> , at <b>M.P. Mile 64.2</b> , is 1,198 feet long (1,188 feet usable) and 84 feet wide, has 13 feet over the sills, and ... (CL 186/2000)	23/00
Page 61—Paragraph 899; strike out. (33 CFR 117.486)	23/00	Page 330—Paragraph 367; insert after: A removable span bridge with a clearance of 5 feet is about 0.25 mile N of the cable ferry. (CL 2162/99)	23/00
Page 62—Paragraph 921; read: (b) The Kansas City Southern railroad bridge, mile 36.2 near Ruliff and the draw of the S12 bridge, mile 40.8 at Starks, need not be opened for passage of vessels. (33 CFR 117.493)	23/00		

**COAST PILOT 5 (Continued)**

Page 359—Paragraph 675, line 4; read:  
jurisdiction of the U.S. Fish and Wildlife Service, is about  
527 miles SE of Key West ...  
(CL 314/2000; FR 12/29/99) 23/00

Page 377—Paragraph 41; read:  
Upper Chesapeake Bay.  
Tampa Bay.  
Puget Sound, Southern Part.  
Puget Sound, Northern Part.  
(DOLE/00) 23/00

**COAST PILOT 5            27 Ed 1997            Change No. 44**

Page 151—Paragraph 319, line 1; read:  
**Charts 11425, 11415, 11426, 11424.**-The coast between  
...  
(NOS 11415) 23/00

Page 161—Paragraph 85, line 1; read:  
**Charts 11415, 11416-Mullet Key**, on the N side of the  
entrance ...  
(NOS 11412; NOS 11415) 23/00

Page 163—Paragraph 120, line 1; read:  
**Charts 11415, 11416-Mullet Key**, on the N side of the  
entrance ...  
(NOS 11416) 23/00

Page 168—Paragraph 228, line 1; read:  
**Charts 11416, 11415, 11411.-St. Petersburg**, a large ...  
(NOS 11415, NOS 11416) 23/00

**COAST PILOT 5            27 Ed 1997            Change No. 45**

Page 169—Paragraph 251, line 1/L; read:  
**Charts 11415, 11416.**-The Intracoastal Waterway leads ...  
(NOS 11415, NOS 11416) 23/00

Page 318—Paragraph 95, line 1; read:  
**Charts 11425, 11415, 11416, 11411.**-The waterway con-  
tinues N ...  
(NOS 11415, NOS 11416) 23/00

Page 318—Paragraph 96, line 1; read:  
**Charts 11415, 11416, 11411.**-The waterway continues  
across ...  
(NOS 11415, NOS 11416) 23/00

**COAST PILOT 5            27 Ed 1997            Change No. 46**

Page 42—Paragraph 250, line 1; read:  
(a) Unless an exemption is granted under §26.09 and ...  
(33 CFR 26.04) 23/00

Page 42—Paragraph 270; strike out.  
(33 CFR 26.04) 23/00

Page 45—Paragraphs 286 to 290; strike out.  
(33 CFR 26.10) 23/00

Page 48—Paragraph 415, lines 2 to 11; read:  
this part are designated as special anchorage areas for pur-  
poses of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less  
than 20 meters in length, and barges, canal boats, scows, or  
other nondescript craft, are not required to sound signals  
required by rule 35 of the Inland Navigation Rules (33  
U.S.C. 2035). Vessels of less than 20 meters are not required  
to exhibit anchor lights or shapes required by Rule 30 of the  
Inland Navigation Rules (33 U.S.C. 2030).  
(33 CFR 110.1) 23/00

Page 69—Paragraph 1280, line 5; read:  
District Commander to the Assistant Commandant for  
Marine Safety ...  
(33 CFR 160.7) 23/00

Page 85—Paragraph 1733; insert after:  
(e) A tanker equipped with an integrated navigation sys-  
tem, and complying with paragraph (d)(2) of this section,  
may use the system with the auto pilot engaged while in the  
areas described in paragraphs (d)(3) (i) and (ii) of this sec-  
tion. The master shall provide, upon request, documentation  
showing that the integrated navigation system—  
(1) Can maintain a predetermined trackline with a cross  
track error of less than 10 meters 95 percent of the time;  
(2) Provides continuous position data accurate to  
within 20 meters 95 percent of the time; and  
(3) Has an immediate override control.  
(33 CFR 164.13) 23/00

Page 87—Paragraph 1821; read:  
**§164.39 Steering gear: Foreign tankers.**  
(33 CFR 164.39) 23/00

Page 87—Paragraph 1840, line 4 to Paragraph 1847; read:  
the water, or over the ground.  
(33 CFR 164.40) 23/00

Page 140—Paragraph 83, lines 7 to 8; read:  
lights and a daybeacon mark the channel. In October 1998,  
the controlling depth in the entrance channel was 12 feet, ...  
(CL 408/2000) 23/00

Page 149—Paragraph 266, lines 2 to 6; read:  
has two fixed spans which cross the Caloosahatchee River at  
Fort Myers, mile 134.5, with a vertical clearance of 56 feet.  
(CL 281/96) 23/00

Page 221—Paragraph 11, line 2; read:  
**Buoy NO** (29°26.4'N., 88°56.8'W.), about 2.5 miles ENE of  
the ...  
(LL/99) 23/00

**COAST PILOT 5 (Continued)**

Page 224—Paragraph 69, line 5; read:  
Approach Lighted Horn Buoy NO (29°26.4'N., 88°56.8'W.).  
The ...  
(LL/99) 23/00

Page 245—Paragraph 41, lines 7 to 8; read:  
Waterway. In February-November 1999, the controlling  
depth was 10 feet across the bar, thence 7 feet to the junction  
with the Intracoastal Waterway. Shoaling to 5 feet was  
reported from the Entrance Light 1 to Light 51 in November  
1999; caution is advised.  
(46/99 CG8; CL 667/97; DD476; DD477; NOS 11365)  
23/00

Page 253—Paragraph 180, line 1; read:  
**Oyster Bayou Light** (29°12.9'N., 91°07.7'W.), 35 feet ...  
(LL/99) 23/00

Page 253—Paragraph 187, lines 3 to 4; read:  
from a square green daymark on a skeleton tower on a con-  
crete platform at **Eugene Island** on the W side of the  
dredged channel, ...  
(LL/99) 23/00

Page 264—Paragraph 375, line 2; read:  
(29°20.0'N., 93°13.3'W.), is equipped with a strobe light and  
a ...  
(LL/99) 23/00

Page 269—Paragraph 476, line 1; read:  
**Old Sabine Bank Light** (29°28.3'N., 93°43.4'W.), 30 feet  
...  
(7/2000 CG8) 23/00

Page 277—Paragraph 168, lines 3 to 6; read:  
turning basin at the highway bridge at **Orangefield**. In Sep-  
tember 1999, the controlling depth was 7 feet (10 feet at  
midchannel) in the channel with 7 to 11 feet available in the  
basin, except for shoaling to 3 feet in the left outside quarter.  
In 1996, a draft of 4½ feet could be carried for about 15  
miles above the basin. Below the ...  
(CL 1393/98; CL 235/2000) 23/00

**COAST PILOT 5      27 Ed 1997      Change No. 47**

Page 277—Paragraph 169, lines 3 to 4; read:  
first fixed highway bridge. In September 1999, the control-  
ling depth was 5 feet (7 feet at midchannel). The highway  
bridge has a fixed span ...  
(CL 235/2000) 23/00

Page 284—Paragraph 298, lines 3 to 4; read:  
entrance channel to Trinity River. In July 1999, the control-  
ling depth was 1 foot. The channel is marked by lights and  
daybeacons.  
(CL 235/2000) 23/00

Page 285—Paragraph 326, lines 6 to 9; read:  
Clear Creek to the railroad bridge at **League City**. In July  
1999, the controlling depth in the entrance channel to Light 8  
was 7 feet; thence in February 1998, the controlling depth  
through Clear Lake was 7 feet; thence in May 1998, the con-  
trolling depth was 7 feet in Clear Creek; thence in 1996, 4  
feet to the railroad bridge at League City. The Clear Creek  
entrance channel ...  
(CL 235/2000) 23/00

Page 286—Paragraph 332, lines 6 to 8; read:  
small settlement about 7 miles up the bayou. In July 1999,  
the controlling depth was 4 feet to Light 27; thence in 1996,  
the controlling depth was 3 feet to the railroad bridge. The  
entrance channel is marked ...  
(CL 235/2000; NOS 11327) 23/00

Page 289—Paragraph 403, lines 1 to 5; read:  
**Buffalo Bayou**, above the Houston Turning Basin, in Jan-  
uary 2000, had a controlling depth of 3 feet (6 feet at mid-  
channel) to the Lockwood Drive fixed highway bridge, about  
2 miles above Houston Turning Basin, thence 2 feet for  
another 1.5 miles to the Jensen Street bridge; thence in 1997,  
a natural depth of 10 feet for about another 0.6 mile ...  
(CL 1393/98; CL 235/2000) 23/00

Page 292—Paragraph 473, line 1; read:  
In October 1999, the channel controlling depth was 2½  
feet, except for shoaling to ½ foot in the right outside quarter  
...  
(CL 235/2000) 23/00

Page 292—Paragraph 477, lines 5 to 6; read:  
Intracoastal Waterway. In November 1999, the controlling  
depth was 9½ feet (12 feet at midchannel) to the Monsanto  
basin. It was reported that ...  
(CL 235/2000) 23/00

Page 302—Paragraph 157; strike out.  
(49/99 CG8) 23/00

Page 306—Paragraph 254; read:  
In February 1999, the controlling depth was 11 feet (13  
feet at midchannel) in the channel and 12 to 13 feet in the  
turning basin, thence 12 feet in the connecting channel to  
Conn Brown Harbor and 12 feet in the harbor.  
(CL 235/2000) 23/00

Page 312—Paragraph 360, lines 3 to 5; read:  
basin at Port Brownsville. In April 1999, the channel leading  
into Brownsville Fishing Harbor had a controlling depth of  
14 feet, thence 13 feet in the connecting channel with 13 to  
14 feet in ...  
(CL 235/2000) 23/00

Page 332—Paragraph 410, lines 5 to 6; read:  
December 1999-January 2000, the channel had a midchannel  
controlling depth of 1 foot. The Gulf entrance to the flood



**COAST PILOT 5 (Continued)**

discharge ...  
(CL 235/2000) 23/00

Page 332—Paragraph 411, lines 3 to 5; read:  
Terminal. In September-October 1999, the controlling depth  
was 1 ½ feet (4 feet at midchannel) from the Intracoastal  
Waterway to the turning basin, and 9 feet was available in the  
turning basin.  
(CL 235/2000) 23/00

Page 365—Paragraph 121, line 1; read:  
**Towage.**-Tugs up to 2,500 hp are available for docking ...  
(CL 532/2000) 23/00

**COAST PILOT 6                      30 Ed 2000    NEW EDITION**  
(NIMA) 23/00

**COAST PILOT 7                      31 Ed 1997    Change No. 34**  
**LAST NM 18/00**

Page 235—Paragraph 372, line 8; read:  
bridges, 0.1 mile above the railroad bridge, have 35-foot  
channel ...  
(CL 1515/98) 23/00

Page 241—Paragraph 432, lines 3 to 4; read:  
into the entrance to the slough. In 1990, the controlling depth  
was 6 ½ feet. The entrance channel is marked ...  
(NOS 18656) 23/00

Page 241—Paragraph 432, line 7; read:  
The mean range of tide is about 4 feet. Traffic on the slough  
...  
(TT/99) 23/00

Page 253—Paragraph 79, line 1; read:  
**Point Cabrillo Light** (39°20.9'N., 123°49.6'W.), 81 feet ...  
(LL/99) 23/00